

THE HONGKONG TELEGRAPH, TUESDAY, AUGUST 21, 1894.

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED.

VICTORIA DISPENSARY.

FIRST-CLASS DISPENSING at prices that will bear comparison with first-rate pharmacies at home.

Every care is taken to ensure prompt despatch; all Drugs and Chemicals used are guaranteed to be of the finest quality, and all the Europeans in the firm are qualified by British examination.

PATENT MEDICINES, INVALIDS' REQUISITES, SURGICAL APPLIANCES, &c., &c., at Current Rates.

SPONGES, PERFUMERY, TOILET REQUISITES.

The Dispensary is open from 7 A.M. to 7:30 P.M. on WEEK DAYS and from 10 A.M. to 6 P.M. on SUNDAYS, but Medicine may be obtained at any hour, day or night.

Any Complaints should be addressed to the MANAGER.

Hongkong, 17th August, 1894.

A. S. WATSON & CO., LIMITED.



We have Received our First Shipment of
VEGETABLE & FLOWER SEEDS.

SEASON 1894-95.

The SEEDS will be OPENED OUT as soon as the weather sets fine, and in the meantime orders will be booked for execution in the sequence in which they are received as long as the supply lasts.

SEED LISTS

with
HINTS FOR GARDENING have been issued and may still be obtained on application.

Our Seeds are all tested before being put up in London. They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in fine weather only and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally: it supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour and beauty.

Sold in Tins containing 10 lbs. each... \$1.75
" " 28 lbs. " " \$4.50

Directions for Use are given on the Label.

RANSOME'S "NEW PARIS"

LAWN MOWERS,
The Best and Cheapest Machines in the Market.
For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

Hongkong, 20th August, 1894.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 21, 1894.

TELEGRAMS.

THE TARIFF BILL.

LONDON, August 20th.

The United States Senate has shelved the Bills passed by the House of Representatives, placing iron ore and sugar on the fee list.

A JAPANESE LOAN.

The Japanese Government is raising an internal loan of \$50,000,000.

THE LORDS AND THE COMMONS.

Sir William Harcourt states that the question of the House of Lords vetoing Bills already passed by the House of Commons is one of the gravest importance; but he is unable to make any definite statement on the subject this session.

THE NEUTRALITY LAWS.

The British Government has embargoed the ship *Islam*, bought by the Japanese in Glasgow for conversion into a cruiser.

THE WAR IN THE NORTH.

Telegrams have been received by Chinese from Shanghai to-day announcing an engagement between a Japanese army, ten thousand strong—who lately landed at Yenan on the East coast of Korea and marched to Pingan, a city about a hundred miles to the north-north-west of Seoul—and a Chinese army from the Yalu river. The Japanese are reported to have suffered a severe defeat, losing over a thousand men.

As indicated in our issue of Saturday last, the Japanese, assuming the reverse they have sustained is a serious one, will fall back on Seoul, where large reinforcements have recently arrived from Fusan.

PILOTING ON THE CHINA COAST.

The following communication speaks for itself:—

H.B.M. Consulate, Canton.
18th August, 1894.

Sir,—I have the honour to inform you that I have received a despatch from the Chinese Superintendent of Customs giving me notice that the Chinese Government has issued instructions prohibiting pilots on the Coast from giving their services to Japanese vessels. Any person infringing this rule will be liable to punishment, and will have his pilotage certificate cancelled.

I have the honour etc.,
(Signed) BYRON BRANNAN,
Consul.

To the Hon. the Colonial Secretary, Hongkong.

LOCAL AND GENERAL.

It is stated that there are only 74 Chinese left in Osaka.

The P. & O. S. N. Co.'s steamer *Japan* left Singapore for this port at 4 p.m. yesterday.

The Japanese authorities in Hyogo are about to enforce a tax on the Chinese tobaccoists there.

RICE is going to be a valuable commodity in Japan within the next few weeks. Stocks are already small in most of the large cities, and the scarcity of this Eastern "staff of life" has raised its cost to famine prices.

HARVEST'S CIRCUS, after a successful season in Kobe, proceeded to Osaka on the 13th inst. to perform to Japanese audience in a Japanese circus. Colonel Hicks and the Hon. Robert Love were at Yokohama lately, making arrangements for the big show to open shortly at that port.

CUR House of Lords would appear, in some respects, to have a parallel in the juvenile similar institution established a few years ago. It is certainly amusing if not instructive to read, that seven bankrupt Viscounts and three bankrupt Barons have been suspended from the exercise of their privileges as Peers in the Japanese Upper House.

The final heat in the City Club billiard handicap was played last night between Mr. A. H. Skelton, aged 100, and Mr. A. F. Wilson, aged 50—game, 250 up. There was a large attendance of members, and the contest proved a most interesting one, although Skelton, who played in quite his best form, always had a bit in hand and eventually ran out a clever winner by 79 points, amidst much applause.

At a quarter to four o'clock this morning a fire broke out in a Chinese drapery store at No. 68 Jervois Street, and spread to one of the floors of No. 66. The Fire Brigade were quickly on the spot and within half an hour the flames were extinguished. We learn that the shop at No. 66 was insured for \$10,000 in a company for which Messrs. Kruse & Co. are agents, and No. 68 for \$12,000 with Messrs. Reuter, Brockmann & Co.

In a recent issue, says the *Japan Mail* of the 13th inst., we suggested it as probable that the vanguards of the Japanese and Chinese armies that were presumed to be proceeding toward Phu-shu-yang, Phueng-ando, would come into collision. This has not happened, however, for the latest telegram from Korea says that the Japanese vanguard has anticipated the Chinese in the occupation of that position. It seems that the Chinese vanguard is still somewhere near Soi-chu-an, the main body being stationed at Wi-ju and its vicinity.

This monthly competition for the Canadian Pacific Co.'s steamer *Empress of China* in the Shanghai river the *China Gazette* remarks:—Very little has been said as to how she got ashore. The report is that Mr. Kofoed, the pilot who brought her up from Nagasaki, refused to attempt to bring her into Woosung in the state of the tide, but some one with more impatience than knowledge, having ordered her to be brought up, an employe on the tug boat *Sampson*, who is not a licensed pilot, was entrusted with the ticklish task that an experienced pilot had refused to undertake. The result is the dislocation of the mail service, the most intense annoyance to crowds of passengers, and the jeopardy of a valuable ship. The vessel is one of the Naval Reserve and in justice to her Captain, with whom every one sympathises, a high and public court of enquiry ought to be held into the circumstances of her stranding, which every effort has been made to bottle up."

The news which has come to hand within the last few hours concerning the progress of the war, says the *N. C. Daily News* of the 13th inst., though naturally indefinite, goes to show that the scene of the struggle is steadily shifting towards Northern China. The Japanese are reported to have attacked Wei-hai-wei on Friday morning, with twenty-one vessels, including torpedo boats, in the absence of the Chinese fleet, and they are said to have retired after finding it impossible to silence the fort. We learn that 25 shots were fired on each side, of which three hit the Japanese ship, and one hit another. The report is that Mr. Kofoed, the pilot who brought her up from Nagasaki, refused to attempt to bring her into Woosung in the state of the tide, but some one with more impatience than knowledge, having ordered her to be brought up, an employe on the tug boat *Sampson*, who is not a licensed pilot, was entrusted with the ticklish task that an experienced pilot had refused to undertake. The result is the dislocation of the mail service, the most intense annoyance to crowds of passengers, and the jeopardy of a valuable ship. The vessel is one of the Naval Reserve and in justice to her Captain, with whom every one sympathises, a high and public court of enquiry ought to be held into the circumstances of her stranding, which every effort has been made to bottle up."

The monthly competition for the Canadian Pacific Co.'s steamer *Empress of China* in the Shanghai river the *China Gazette* remarks:—Very little has been said as to how she got ashore. The report is that Mr. Kofoed, the pilot who brought her up from Nagasaki, refused to attempt to bring her into Woosung in the state of the tide, but some one with more impatience than knowledge, having ordered her to be brought up, an employe on the tug boat *Sampson*, who is not a licensed pilot, was entrusted with the ticklish task that an experienced pilot had refused to undertake. The result is the dislocation of the mail service, the most intense annoyance to crowds of passengers, and the jeopardy of a valuable ship. The vessel is one of the Naval Reserve and in justice to her Captain, with whom every one sympathises, a high and public court of enquiry ought to be held into the circumstances of her stranding, which every effort has been made to bottle up."

According to latest advices from Korea, the following forces representing foreign Powers were at Chon-Dong, the foreign settlement in Seoul:—Great Britain—30 sailors and marines under command of Lieut. Spencer de Horsey of the Archer. United States—Captain G. F. Elliott, Ensign G. N. Herbold, Ensign H. G. Macfarland, Naval Cadet C. C. Tewell, Surgeon P. N. Bryant, Pay Clerk James Shaw, and 21 marines and 24 blue-jackets of the *Baltimore*. Germany—25 blue-jackets, under command of Lieut. von Schwind of the *Hiobs*. Russia—45 blue-jackets, under command of Lieut. R. F. Achimben of the *Korets*.

The latest telegrams from Chefoo, according to the *China Gazette*, state that the 21 Japanese warships, shelled Wei-hai-wei from a distance, but could not reduce the Chinese fleet to come out and retire, a portion of the squadron proceeding to Li-ku-hu-kou (Port Arthur), where several Chinese men-of-war were at anchor, and shelled them, the men being quickly returned. All the messages which the Chinese Telegraph Administration have allowed to pass, add that the Japanese were repulsed. Our contemporary could hardly expect the Chinese fleet to come out of Wei-hai-wei, when it happened to be cruising somewhere in the north of the Gulf of Pechili!

The *China Gazette* is assured from "a quarter which admits no impeachment," that the valiant Japanese heroes who sank an unarmed and entirely defenceless British merchant steamer before war had been declared, did not cut off the prows of the Chinese prisoners after the *Kwingshi* with her living freight went down, but treated them with the same consideration as they did the foreigners taken, or (as our contemporary puts it) rather rescued on the occasion. The Japanese certainly fired with their machine guns on the Chinese soldiers when they were strong for life in the sea, and possibly they exhibited the same considerate humanity towards foreigners; but we have yet to learn that any Chinese officers received such a substantial "consideration" as the \$2,000 presented to Capt. Galsworth, the \$1,500 to Chief Officer Tamplie, and the \$500 to the Manila quarter-master, which sums were meant to pay their travelling expenses. What *gods* do the Japanese authorities expect for this lavish "consideration" towards these three foreigners? Perhaps their doughty champion, our friend of the *China Gazette*, can suggest something feasible?

The P. & O. S. N. Co.'s steamer *Bombay*, from China, arrived at Lo-don on the afternoon of the 19th inst.

The Band of the Hongkong Regiment entered a large audience in the Public Gardens last night, and played a well selected programme in capital style.

The Chinese cruisers *Kwong Kuei* and *Kwong Ya*, which arrived here this morning, have recently conveyed a large number of Celestial troops from Pakhoi to Swatow. They will return to Canton to-morrow.

We are informed by the agents (Messrs. Shaw & Co.) that the "Union" Line steamer *Armenia*, from Middlesex, Antwerp and Hamburg, left Singapore for this port yesterday, and is due here on or about the 26th inst.

The band of the 1st Shropshire Light Infantry will play the following programme at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock:—

Overture.... "La Chasse du Jeune Henri"..... Mahol.
Dance.... "La Polka"..... Bakowski.
Selection.... "La Joconde"..... Dukas.
Violin Solo.... "La Ballade des Poètes"..... Delibes.
Selections.... "Cotter Songs"..... Cherrier.
Polska..... "Lyr"..... Griswald.

To the Hon. the Colonial Secretary, Hongkong.

LOCAL AND GENERAL.

It is stated that there are only 74 Chinese left in Osaka.

The P. & O. S. N. Co.'s steamer *Japan* left Singapore for this port at 4 p.m. yesterday.

The Japanese authorities in Hyogo are about to enforce a tax on the Chinese tobaccoists there.

RICE is going to be a valuable commodity in Japan within the next few weeks. Stocks are already small in most of the large cities, and the scarcity of this Eastern "staff of life" has raised its cost to famine prices.

The Brigadier General in command at the Pescadores is reported to have issued the following notification for the benefit of foreign shipping:—During the continuance of hostilities with Japan, all vessels, whether men-of-war or merchantmen on approaching the Pescadores should fly their national flag during daylight, or at night, blow their whistles and exhibit lights.

Further, that signals made from the shore be answered in order to prevent errors.

The free concert at the City Hall last night attracted a large audience, and every item on the programme was received with warm applause. During the evening Colour-Sergeant Wynde, on behalf of various sections in the Whlesaship Brigade, made a pithy speech, in which he thanked Mr. Bisnay and his troops for the excellent entertainment. At the instance of Colour-Sergeant Wynde three hearty cheers were given, and the *final* was a Shropshire "tiger."

The adjourned annual meeting of the Marine Officers' Association was held in the B.M.M.O.A. Rooms last night, Capt. B. Branch, hon. treasurer, in the chair. In opening the proceedings the Chairman remarked that the worst thing the Association had done for a long time past was to abolish the Committee. Considerable discussion followed, and it was finally decided to elect forthwith a committee consisting of forty members, so as to enable the Secretary to form a quorum whenever desirable. It was announced that Mr. J. Williams had been elected Acting Secretary on three months' probation. After arrangements had been made respecting the formation of a Bar Committee and a half-yearly audit of the accounts, a cordial vote of thanks to the Chairman was carried by acclamation.

REPARING to the stranding of the Canadian Pacific Co.'s steamer *Empress of China* in the Shanghai river the *China Gazette* remarks:—Very little has been said as to how she got ashore. The report is that Mr. Kofoed, the pilot who brought her up from Nagasaki, refused to attempt to bring her into Woosung in the state of the tide, but some one with more impatience than knowledge, having ordered her to be brought up, an employe on the tug boat *Sampson*, who is not a licensed pilot, was entrusted with the ticklish task that an experienced pilot had refused to undertake. The result is the dislocation of the mail service, the most intense annoyance to crowds of passengers, and the jeopardy of a valuable ship. The vessel is one of the Naval Reserve and in justice to her Captain, with whom every one sympathises, a high and public court of enquiry ought to be held into the circumstances of her stranding, which every effort has been made to bottle up."

The latest official returns are as follow:—

From noon yesterday until noon to-day:—

New Deaths Died. Run under cases cured treatment

Kennedy-house 2 0 3 38

Private houses 0 2 0 0

Total 2 2 3 38

Deaths from the outbreak (1st May) up to August 20th, noon, 2,480; grand total, 2,482.

SPORTING GOSSIP.

The firm hold which almost any form of sport has on the Hongkong community was again strongly in evidence last Saturday afternoon, when hundreds of spectators, including a fair sprinkling of ladies, assembled at the Race-course, the attractions being a couple of matches between Chinese race-poneys and a walking exhibition by Arthur Hancock, once fifty miles champion of the world, who had undertaken to walk four miles against eight opponents, taking on a fresh man every half mile. Fortunately the weather was beautifully fine, albeit a trifling rain, but the race-course, owing to recent rains, was heavy "going," and the long grass unfavorable for fast locomotion by either pedestrian or race-pony.

The Chinese force at Yenan has been entirely annihilated and Japan has now 30,000 troops in Korea. The reinforcements have been landed in Fusan and Gensan, and were converging upon Woosung, some distance to the south of Seoul, in readiness to meet the Chinese army sent to cross the Yalu. But we learn that the Korean troops have been sent across to Manchuria from Korea, and that the Chinese force at Yenan has been entirely annihilated and Japan has now 30,000 troops in Korea. The reinforcements have been landed in Fusan and Gensan, and were converging upon Woosung, some distance to the south of Seoul, in readiness to meet the Chinese army sent to cross the Yalu. But we learn that the Korean troops have been sent across to Manchuria from Korea, and that the Chinese force at Yenan has been entirely annihilated and Japan has now 30,000 troops in Korea. The reinforcements have been landed in Fusan and Gensan, and were converging upon Woosung, some distance to the south of Seoul, in readiness to meet the Chinese army sent to cross the

THE HONGKONG TELEGRAPH, TUESDAY, AUGUST 21, 1894.

The Britannia crossed the line at 10:32:05 o'clock, the Vigilant fifteen seconds later. The breeze was light and not favourable for the Vigilant.

Almost continuously the Britannia increased, though in the last leg of the first round the Vigilant pulled up, so that when the East Pier buoy was passed, marking the completion of one-third of the race, she was but thirty seconds behind. On the next round, however, the Britannia showed 4 minutes and 12 seconds ahead, and the race was plainly hers. Meanwhile the enthusiasm of the spectators suffered a dampening by a succession of thunder showers. The Britannia won.

SYDNEY (N.S.W.), July 20th.

The two men who on April 16th murdered Mr. Mackay, the manager of the Commercial Bank of Baraba, were executed to-day at Tamworth.

BELFAST, July 21st.

Corbett says he has no intention of meeting anybody until he has settled with Jackson.

LONDON, July 21st.

The race for the National Breeders' Produce stakes of 5,000 sovereigns was won by Safely, Saucy Moll second.

At the meeting of the National Rifle Association to-day the St. George's contest was won by King with a score of 77. Scotland won the National Challenge Trophy. The Queen's prize was won by Private Reamie of the Third Lanarkshire Regiment with a score of 283.

JULY 22nd.

The Constantinople correspondent of the Standard telegraphs that notwithstanding the attempts at concealment, it is clearly established that over a thousand persons lost their lives during the recent earthquakes.

Lord Brassey will leave England next month to make a long tour of the United States.

MADRID, July 22nd.

It is officially announced that a force of Mohammedan Malays surprised the Spanish troops at Mindanao, in the Malay Archipelago. In the fighting that ensued, which resulted in the repulse of the attacking force, fourteen Spaniards, including one officer, were killed and forty-seven wounded, of whom two officers died.

ODESSA, July 22nd.

It is now certain that 140 persons went down with the Italian steamer Columbia, which collided with the Russian steamer Vladimir in the Black Sea a few days ago. All the evidence incriminates the Russian seamen, who deliberately abandoned the Columbia and her crew and passengers to their fate.

BREST (France), July 22nd.

The steamer sunk of this port was the Norwegian steamer Odin bound from Barcelona Spain, for Bergen, Norway. All of the crew were saved.

THE DESTRUCTION OF THE "KOWSHING."

MARINE INQUIRY.

A Marine Court of Inquiry into the circumstances connected with the sinking of the British steamer Kowshing, belonging to the Indo-China S.N. Co., by the Japanese war-vessel Nantwa Kan, was held at the British Consulate, Nagasaki, on the 7th inst. Mr. J. J. Quilo, British Consul, presided, the other members of the court being Capt. J. Mitchell, of the ship Cape York, and Captain Thomas E. Cowell, of the ship Drummond.

After hearing evidence the following finding and order were issued:—

The steamship Kowshing was an iron vessel, schooner rigged, of 1,350 tons registered tonnage, official number 87,000, built at Barrow-in-Furness, and belonging to the port of London. It appears from the evidence given before this Court, that she sailed from Taku on or about the 23rd day of July, 1894, bound for Gusan, in Korea, with 10 cargo, and with 1,100 Chinese troops on board. That everything went well until the morning of the 25th July, when about 9 a.m. the Nantwa Kan, a Japanese man-of-war, signalled to her to stop, and anchor, which she did in eleven fathoms of water, with the island of Shapow-ul bearing about N by E, distant about 12 miles. That after communicating with the Kowshing twice by boat, and ordering the officers to quit the vessel, which they were prevented from doing by the Chinese troops, the Nantwa Kan, about 1 p.m., discharged a torpedo at the Kowshing, and this not striking the vessel, the Nantwa Kan fired a broadside of five heavy guns at her, and continued firing both heavy and machine guns from deck and tops until she sank, about an hour later. That with the firing commenced, numbers of the crew and Chinese troops jumped overboard, amongst them the master, Thomas Ryder Galsworth, the first mate, Lewis Henry Tamplin, and a quarter-master, Linus Evangelista (a Manila man), who are the only members of the crew at present known to be saved.

The Court, having regard to the circumstances above stated, finds as follows:—

1.—That the ship was sufficiently seaworthy and well fitted in all necessary respects.

2.—That the conduct of the officers and crew before and up to the time of the sinking of the vessel was satisfactory and free from blame.

3.—That the cause of the sinking was due to her having been repeatedly struck by heavy cannon shots from the Nantwa Kan, a Japanese man-of-war.

4.—That no efforts on the part of the master and crew could have availed to avert the catastrophe.

5.—That the Court attaches no blame whatever to the master, Thomas Ryder Galsworth, or any of the officers or crew.

6.—The expenses of the Court, fixed at £6 4s. 0d., are hereby approved.

Dated at Nagasaki the 7th day of August, 1894.

THE WAR IN THE NORTH.

The following items are translations from late Japanese papers:—

The Japanese Red-Cross Society has completed arrangements for establishing six hospitals in Korea.

The Shinkansha Maru reports having passed a number of Chinese bodies floating in the sea between Chemulpo and Fusan.

A large number of Chinese stationed at Gobius are reported to have deserted upon hearing the news of the disaster at Asan.

Telegrams dated Tokyo, 11th inst., state that a squadron of Japanese man-of-war had been arranged to bombard Iral-Ye (Wei-hai-wei) on the 12th. The newly-formed Korean Government will despatch an Ambassador to the Treaty Powers, to inform them of Korea's strict independence. All formalities hitherto observed by her as a vassal of China are to be abolished. The Crown Prince of Korea will represent Japan.

The Hotel has learnt from a trustworthy quarter that the United States ships *Monitory*, *Olympic*, *Philadelphia* and *Boston* are on their way to Japanese waters, with a view to the protection of American interests. The *Monitory* is a steel coast defence battleship of 4,048 tons and 3,400 horse-power, having 12-inch, two 10-inch, six 6-pdr. quick-firing guns, 4 x-pdr. quick-firing and 4 machine guns, and can steam 16 knots an hour.

The *Olympic* is a steel cruiser of 3,500 tons and 13,500 horse-power, armoured on her barbette to a thickness of 4 inches and protected on her deck from a 2 to 48 inches of armour. She carries 4-pdr. 3-pdr. quick-firing, 4 x-pdr. quick-firing and 4 machine guns, and can steam 16 knots an hour.

The *Philadelphia* is a smaller cruiser of 4,413 tons and 10,500 horse-power, deck protected to a maximum thickness of 4 inches. She carries 12 6-in., 6 6-pdr. quick-firing, 4 x-pdr. quick-firing and 7 machine guns, and can steam 19 knots.

The *Boston* is of 3,890 tons, 3,780 horse-power, partially deck-protected and armed with 3 8-in., 12 6-in., 6 6-in., 5-ton, 5 quick-firing and 6 machine guns. She steams 15 knots an hour.

It is believed that with the *Philadelphia* and the *Boston* these will make the United States squadron in the Far East strong enough for all emergencies that are likely to present themselves.

KOREA.

(FROM OUR OWN CORRESPONDENT.)

CHINCHUPO, August 2nd.

The Japanese do excel in one thing and that is plausible lies which the foreign representatives for a long time believed, but they now see that they have simply been made up of puffs of smoke. The Japanese first pretended to accept the mediation of a European power, all the while assuring the representatives that they were here only to guard their people, etc. (see *Review*). Every one sees now that Japan only wanted to gain time in order to make her preparations more complete. She has now thrown off the mask, disclosing her real intentions and showing the world how a nation can pretend to be civilised and yet remain one of the dark ages, going beyond what even a South American Republic would dare to do. The foreign residents are disgusted and very angry at the *Review*.

Amongst other important documents discovered on board the Chinese captured gun-boat in one said to contain the following:—“The Japanese are brave at the beginning, but their courage does not last long. Don't be in a hurry to vanquish them. We must take every possible measure to make them weary and dispirited.” A native messenger arrived at Asan recently for the purpose of obtaining official instructions

with reference to a number of Chinese soldiers, about 450 in number, said to have floated in naked and starving condition on to an island near A-San. A number of cows, pigs, etc., were contributed for their maintenance. It was afterwards discovered they were a portion of the crew from the ill-fated steamer *Kowshing*.

The *Kokumi* states that five British men-of-war are lying at anchor at Otaru, watching the movements of the Russian fleet on the other side of the sea. Some other British ships have gone to the China Sea to keep watch on the movements of the French Squadron in the neighbourhood of the strait, and any ambitious attempt which France may conceive against Siam.

It is stated in the *Asahi* and several other

newspapers that the Japanese Government

as a spy and who is consequently tabooed by even his own countrymen and one or two political

“sons of the soil.” The writer in the correspondence

columns of 20th July, who signs himself N.

Asato should certainly change his designation to B. F. Morokosho if he imagines for a moment that Japan is to be the deliverer

of Korea, for since the *Kowshing* affair no one

else can speak a good word for Japan.

Also the fact of the 45 men who were

clinging to the wreck in danger from starvation

where they were and if they jumped into the sea

in danger from sharks. Japanese steamers were

going back and forth all day and yet not a boat

made the least attempt to save them although

they must have passed by as the wreck is along

the way and steamers always pass by.

The battle was not fought at Yashan as at first

supposed, but at Sowoon, on the way to Seoul.

Two thousand Chinese troops were marching on

Seoul when the latter opened fire against the

Japanese troops on the 23rd ult., as they were

proceeding toward the Palace escorting Mr.

Orford. It is believed that this course will be

taken by the Government owing to the fact that

the Korean soldiers who fired against the

Japanese must have been instigated by the Ming

faction, and also because these soldiers have

been friendly rather than otherwise toward the

Japanese since that incident and because the

Korean Government has expressed regret for the

occurrence.

The *Nichi Nichi*'s Fusan correspondent wired

the following news to Tokyo, under date of

the 10th instant:—“Fifteen hundred Chinese troops

were said to have really reached Kai-

ping-yang, and from four thousand five

hundred to five thousand more are to follow.

It is believed that the Chinese troops have

occupied the place of the banks of the river

Im-Jin-gang. This news is contradictory to

the report that the Chinese troops have not been

seen at Phyong-yang and that the Japanese have

occupied the place.

The Chinese army has retreated to Kong

Chwang, the capital of the province of Chyoung

Chwang, but as there are 20,000 Japanese troops

in Korea it is impossible for the few Chinese to

hold out long. The four Korean steamers have

been ordered to get ready to transport Japanese

troops to Pyeng An.

This morning the English fleet arrived.—*N.*

C. Daily News.

from Yashan and report the following story, which I give for what it is worth, merely adding that it is told by the Japanese, who see nothing in it to condemn but rather regard it as a clever and commendable military act:—“Some Chinese soldiers were escaping to China in a junk when they were captured by the Japanese, who towed them off. Two of the soldiers tried to escape when they were promptly shot with all the Chinese who were in the junk.”

It is about time for European powers to step

in and tell the Japs something about the way

civilised soldiers are governed. Five refugee

families came up from the country and told a

pitiful tale about the conduct of the Japanese

soldiers towards Koreans in the country. The

cook of H.M.S. *Archer* was badly beaten and

otherwise maltreated this morning, while those

foreigners who have Chinese servants can no

longer send them on errands, as the Japanese

hooligans in a shameful manner. We hear

that last night eight Chinese coolies were

murdered on the jetty by Japanese, and the

Korean coolies who carried their luggage were

imprisoned and yet remain so at the Japanese

Consulate for daring to carry luggage for a

Chineseman.

The Chinese army has retreated to Kong

Chwang, the capital of the province of Chyoung

Chwang, but as there are 20,000 Japanese troops

in Korea it is impossible for the few Chinese to

hold out long. The four Korean steamers have

been ordered to get ready to transport Japanese

troops to Pyeng An.

This morning the English fleet arrived.—*N.*

C. Daily News.

BANGKOK, August 10th.

Mr. Hatelle, chief engineer of H.M.S. *Swift*, Mr. Plant, and a seaman are still laid up with fever at the Bangkok Hospital.

Chevalier Keen de Hoogendoorn and Commander McAlpin of the *Swift* were rudely treated on Tuesday evening by a Siamese.

The Chevalier is, however, not a man to be trifled with, and he promptly scolded the indecent

THE HONGKONG TELEGRAPH, TUESDAY, AUGUST 21, 1894.

The Share Market.

LATEST QUOTATIONS.

BANKS.
Hongkong and Shanghai Bank.—90 per cent., prem; ex. div., sales and buyers.
The National Bank of China, Ltd.—on £8,000 paid up.—\$23, buyers.
The National Bank of China, Ltd.—Founders' shares, nominal.
The Bank of China, Japan & the Straits, Ltd.—nominal.
The Bank of China, Japan & the Straits, Ltd.—Founders' shares—\$5, buyers.
CHINESE LOANS.
Chinese Imperial Loan of 1886 £—11 per cent. premium.
MARINE INSURANCES.
Union Insurance Society of Canton—\$125 per share, sellers.
China Traders' Insurance Company—\$64 per share, buyers.
North China Insurance—Tls. 167½ per share, sellers.
Canton Insurance Company, Limited—\$140 per share, buyers.
Yangtze Insurance Association—\$71, buyers.
On Tai Insurance Company, Limited—Tls. 15 per share.
The Straits Insurance Co., Ltd.—\$17 per share, buyers.
FIRE INSURANCES.
Hongkong Fire Insurance Company—\$180 per share, buyers.
China Fire Insurance Company—\$79 per share, sellers.
The Straits Fire Insurance Co., Ltd., \$21 per share, buyers.
SHIPPING.
Hongkong, Canton, and Macao Steamboat Co.—\$26 per share, buyers.
China and Manila Steam Ship Company—\$67, buyers.
Indo-China Steam Navigation Company, Limited—\$34, buyers.
Douglas Steamship Company—\$50, buyers.
China Mutual Shippers Co., Ltd.—(Preference)—\$6 per share, nominal.
China Mutual Shippers Co., Ltd.—(Ordinary)—\$1 per share, nominal.
REFINERIES.
China Sugar Refining Company, Limited—\$764 per share, buyers.
Luxor Sugar Refining Company, Limited—\$48, buyers.
MINING.
Punjum Mining Co.—(Ordinary)—\$6 per share, sales and buyers.
Punjum Mining Co.—(Preference)—\$1.70 per share, buyers.
The Raub Gold Mining Co., Limited—\$4.85 per share, buyers.
The New Balfour Gold Mining Co., Limited—\$1.80 per share, sellers.
Société Française des Charbonnages du Tonkin—\$70 per share, sellers.
The Jeliba Mining and Trading Co., Limited—\$5.90, buyers.
DOCKS, WHARVES AND GODOWNS.
Hongkong and Whampoa Dock Company—85 per cent. premium, buyers.
Geo. I. enwick & Co., Limited—\$21 per share, buyers.
Hongkong and Kowloon Wharf and Godown Company—\$37½ per share, buyers.
Wanchai Warehouse Co., Ltd.—\$40 per share, sellers.
HOTELS.
Hongkong Hotel Company—\$11 per share, sellers.
Hongkong Hotel Co.'s Six per-cent. Debentures—\$50.
The Shangha Hotel Co., Limited—nominal.
LANDS AND BUILDING.
The Kowloon Land Investment Co., Limited—\$10 per share, sellers.
The Hongkong Land Investment Co., Limited—\$5, sales and buyers.
The West Point Buildings Co., Limited—\$24 per share, sellers.
Humphreys' Estate and Finance Co., Ltd.—\$14 per share, sellers.
DISPENSARIES.
A. S. Watson & Co., Limited—\$10.30, sales and buyers.
Dakie, Cruckshank & Co., Limited—\$18 per share, buyers.
MISCELLANEOUS.
Hongkong Dairy Farm Co., Limited—\$6 per share, sellers.
H. G. Brown & Co., Limited—\$4 per share, buyers.
Hongkong Rope Manufacturing Company, Limited—\$1.07 per share, buyers.
Hongkong Gas Company—\$25 per share, buyers.
Hongkong Ice Company—\$78 per share, sellers.
Hongkong and China Bakery Company, Limited—\$40 per share, sellers.
The Hongkong Brick and Cement Co., Limited—\$4 per share, buyers.
The Green Island Cement Co.—\$34, buyers.
The Hongkong Electric Light Co., Limited—\$4.75, sales and buyers.
The Hongkong High-Level Tramway Co., Limited—\$70, buyers.
Campbell, Moore & Co., Ltd.—\$3 per share.
EXCHANGE.

ON LONDON—Bank, T. T.	2/1
Bank Bills, on demand	2/1
Bank Bills, at 4 months' sight	2/1
Credits at 4 months' sight	2/1
Documentary Bills, at 4 months' sight	2/1
ON PARIS—	
Bank Bills, on demand	2.71
Credits at 4 months' sight	2.77
ON INDIA—	
T. T.	192
On Demand	192
ON SHANGHAI—	
Bank, T. T.	73
Private, 30 days' sight	74
Sovereigns (Bank's buying rate)	69.10
Silver (per oz.)	291

VISITORS AT THE HONGKONG HOTEL.

Rev. S. A. Bayle. Mr. C. E. Mehta.
Miss R. Clayton. Mr. T. Mitchell.
Dr. V. Deneberg. Mr. Oscar Noodt.
Mr. W. A. Duff. Mr. H. Schwoerer.
Mr. J. J. East. Mr. F. E. Shean.
Mr. and Mrs. Gauthier. Mr. Silva E. Souza.
2 children and maid. Mr. T. Tatlock.
Mr. R. Johnson. Mr. G. H. Wheeler.
Mr. J. Kinghorn. Mr. W. Whaley.
Mr. R. Lyall.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. Bearblock. Capt. and Mrs. Moore.
Miss Coe. Mr. F. Moroni.
Mr. H. L. Dalrymple. Mr. W. Parfitt.
Mr. E. Delbano. Mr. Robinson and
children.
Mr. R. P. Dippe. Mr. F. H. Slaghek.
Mr. Geo. Fenwick. Mr. & Mrs. A. Findlay.
Mr. W. S. Harrison. Smith and family.
Mr. Geo. Holmes. Capt. & Mrs. Stehman.
Mr. Morton Jones. Mr. A. G. Stobie.
Dr. Meden. Capt. and Mrs. Wilson.
Mr. Medihurst.

Passengers—ARRIVED.
For City of Rio de Janeiro, from San Francisco, &c.—Mrs. A. Foster, and Captain J. C. Bradhurst.

CHINA COAST METEOROLOGICAL REGISTER.

20th August, 1894.—At 4 p.m.

STATION	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	6